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The China Mail.



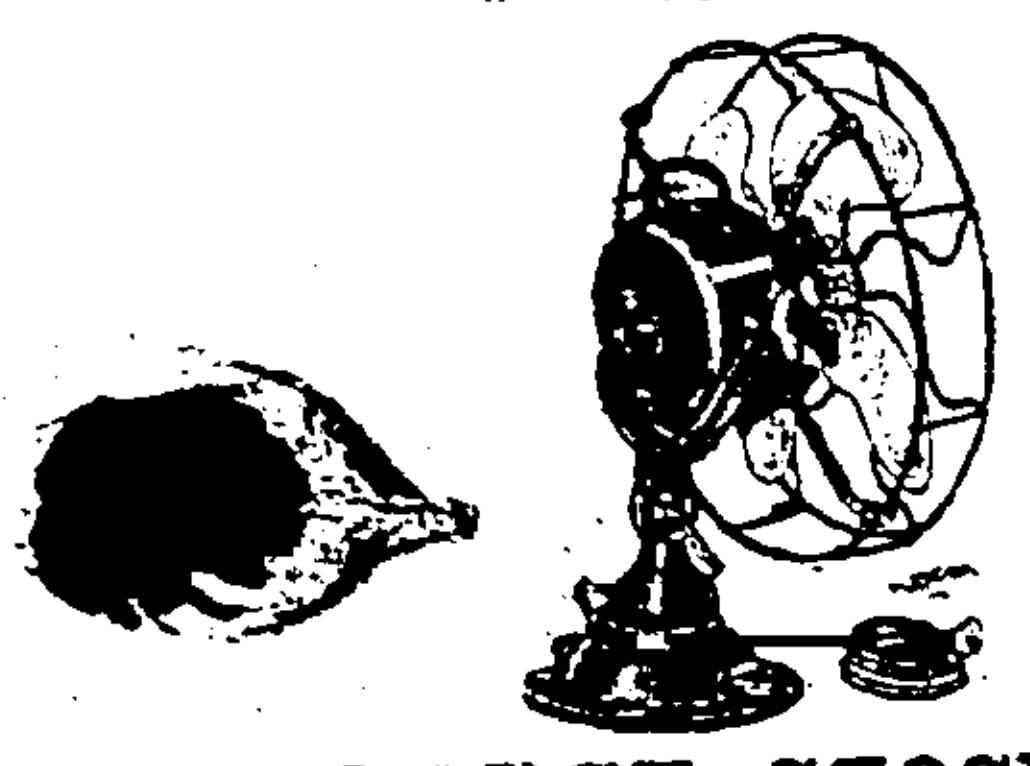
July 14, 1921, Temperature 70. Barometer 29.81 Rainfall 0.00 inch Humidity 69- July 14, 1920, Temperature 82

No. 1830. 肆拜禮 號四十七月一年一十二百九千一英 HONGKONG, THURSDAY, JULY 14, 1921. 日十初月六酉辛大歲年十國民華中 PRICE \$3.00 Per Month

BUSINESS NOTICES

FANS.

THE HOT WEATHER IS HERE
BUY NOW.



LARGE STOCKS.

THE GENERAL ELECTRIC Co. (of China), Ltd.
Queen's Buildings. Tel. 518.

DRAGON MOTOR CAR CO., LTD.

THE EUROPEAN GARAGE.
Open and Closed
CARS FOR HIRE
TEL. 482. in Hongkong and Kowloon. TEL. 482. 3552

Dana Textile Driving Belts,
Cycloid Ball Bearings,
Electric Motors,
Scientific Instruments.

FROM

THE DANISH CHINESE COMMERCIAL CO., LTD.
1A, "Chater" Road.

YEE SANG FAT CO.

SUMMER SALE

BARGAINS

in
ALL DEPARTMENTS.

SALE STARTS 1st July
FOR CASH ONLY.

DONNELLY & WHYTE.

WINE MERCHANTS. Tel. 636.

SEE OUR EXTREMELY LOW CASH PRICES FOR
THE WORLD FAMOUS PERFUMES

GUERLAIN

Paris	
Eau de Cologne—Imperial Flair	1/2
Loir de Concombre	1/2
" " Rose	1/2
Poudre Magnifique	2/3
Lotion à l'Alcool	2/3
Blanche	2/3
Talc—Parfume	1/2
Crème de Peau	1/2
" " Double Vanille	1/2
Parfums—Nicky	1/2
Bois de la Parfums	1/2
Jaquet Club	1/2
Pier Qui Mont	1/2
Le Mouchoir de Monsieur	1/2
Le Bon Vieux Temps	1/2
Sillage	1/2
Mi Mai	1/2
Jasmin	1/2
Rose de la Paix	1/2
" " Heure Bleue	1/2
Champs Elysees	1/2

J. ULLMANN & CO.
Sole Distributors.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

BANQUE INDUSTRIELLE.

PLAN FOR CHINESE DEPOSITORS TO RECEIVE FULL
PAYMENT AND FRENCH HALF.

PROFFERED MEDIATION.

PARIS, July 13.
The New York Herald Paris edition learns that M. Jules Cambon, president of the Franco-American Subsidiary Standard Oil Co., has offered to mediate in the affairs of the Banque Industrielle. M. Luchaire, the Minister of the Liberated Regions is in daily conference with him. The Herald adds that a plan has been proposed whereby Chinese depositors will be paid in full and French depositors will receive 50 per cent. of their claims.

FASCIST TERRORISM.

SOCIALISTS ATTACK BRITISH PARTY IN MISTAKE.

ROME, July 13.
Renewal of Fascist terrorism in the provinces resulted in tragedy to Britishers at Viterbo. The socialist inhabitants of the town rushed to arms to repel the advance of the Fascists whose activities in neighbouring villages ended in the killing of a peasant. A motor car containing a British family named Beckett entering Viterbo was mistaken for Fascist and fired on. One of the party was killed and three wounded.

SOUTH IRISH PARLIAMENT.

A MEAGRE ATTENDANCE.

LONDON, July 13.
Only two members of the House and eleven senators attended the Southern Irish Parliament in Dublin. A senator's motion was adopted adjourning sine die pending a communication by the King. The two members of the Commons sat privately.

KIDNAPPED EARL RELEASED.

LONDON, July 13.
The Earl of Bandon who was kidnapped by Sinn Feiners has been liberated.

ROYAL VISIT TO CHANNEL ISLANDS.

MANY QUAIN FEUDAL CEREMONIES.

LONDON, July 13.
The King and Queen have concluded a two-day visit to the Channel Islands. They were welcomed with great enthusiasm. There were many quaint feudal ceremonies. Beacon fires, fire works, and illuminations were unceasing both nights.

WRINGLES PLOTS.

NO ASSISTANCE FROM BRITISH AT CONSTANTINOPLE.

LONDON, July 14.
In the House of Commons, Commander Kenworthy asked if General Wrangel with headquarters in Constantinople, assisted and protected by the British authorities, was plotting against the Russian Government. Mr. Cecil Harmsworth declared that the allegations were without foundation.

DROUGHT IN FRANCE.

WOODS AND WHEATFIELDS SWEEPED BY FIRE.

LONDON, July 13.
According to Paris messages, France is affected by the heat and drought even worse than England. The shade temperature was 100 degrees. Many woods and wheatfields have been swept by fire. There was 5,000,000 francs damage at a conflagration at Natchette publishing works and several millions through the gutting of celluloid works in the suburbs.

COLONIAL EXHIBITION.

PARIS TO SPEND FIFTY MILLION FRANCES.

PARIS, July 13.
The Paris Municipality estimates an outlay of 50,000,000 francs for the inter-allied colonial exhibition in 1925. The difficulty of providing ample space will be met by the selection of two different parts of the city for displays.

RIFLE SHOOTING.

SCOTTISH TEAM WINS ELCHO SHIELD.

BRISBANE, July 13.
The Elcho shield competition, at nine hundred, a thousand, and eleven hundred yards, was won by Scotland. Points scored in the final stage were Scotland 1625, England 1601, and Ireland 1489.

HOME CRICKET.

SCOTLAND DRAWS WITH AUSTRALIANS.

LONDON, July 13.
At Perth, Scotland made 162 runs. Campbell and Ferguson made 39 and 87 respectively. Scotland followed on with 79 runs for no wickets. Kerr made 60. The match was drawn.

REDUCED WAGES.

ENGINEERS ACCEPT TERMS BY BIG MAJORITY.

LONDON, July 13.
The ballot of engineers has resulted in the acceptance of the proposed wage reductions by a substantial majority.

THE DOLLAR.

To-day's closing rate 2/8 1/8
To-day's opening rate 2/8 3/8

"AN AWFUL TROUBLE."

A MARINE ENGINEER
CAUTIONED.

"NUISANCE TO THE DISTRICT."

Described as a nuisance to the district, Thomas Henry Poole, a marine engineer living at No. 87, Park Street, Yumai, appeared before Magistrate Orme this morning to answer a charge of assault laid by S. Danenberg, of the same address. Inspector Brown, who was in charge of the case, said that the complainant had failed to put in an appearance, but as the defendant had been "an awful trouble" in the district he hoped the Magistrate would bind him over to be of good behaviour. The police had been called in dozens of times to settle disturbances in which this man was concerned. He had been a nuisance in the district ever since he came there. The Magistrate said that he felt he could not bind a man over against whom no evidence had been brought but he would warn the defendant that he had better be careful not to get into court again otherwise he would be dealt with severely and probably have to go to jail. If defendant did come his present attendance would count against him. This time he would be discharged but he had better take great care.

PRISONER'S ESCAPE.

CONSTABLE CHARGED WITH
GROSS NEGLIGENCE.

"A VERY SERIOUS CASE."

The Captain Superintendent of Police, Mr. E. D. C. Wolfe, attended before Magistrate Orme this morning to charge a constable named Ho Tsan with gross neglect of duty by allowing a prisoner in his special charge to escape at the Government Civil Hospital on June 13. The defendant intimated that the state of his health at the time made it necessary for him to leave his post. The prisoner was apparently asleep and he thought he might safely do so. Mr. Wolfe said that the police constable's instructions were that he was to remain on duty outside the ward in which the prisoners were kept and that he was not to go inside. The lavatory at the far end of the ward was not for the looking at all. Mr. Wolfe added that as more than one case of a prisoner escaping from the hospital had occurred the police had arranged with the medical authorities to build this room specially for prisoners. The reason definite instructions had been given that the prisoners should remain outside was that a fairly strong prisoner, although in hospital for some reason, might knock the looking on the head. They were not to go inside for any reason unless there was another man standing by, and of course the use of the prisoner's latrine was absolutely unauthorised. Mr. Wolfe suggested that there must have been either very gross neglect or deliberate intent to enable the prisoner to escape; the man was a pretty desperate character and it was the result of his efforts to escape that caused his being in hospital. He had five transverse wounds, having been necessary to use a truncheon before he was arrested. Mr. Wolfe explained that the constable left the key in the lock and walked through the ward to a lavatory on the verandah so that the prisoner was between him and the door. He suggested that the maximum penalty should be imposed. It was only fair to say that defendant was a comparatively new man. He had six months' service and had been through the police training school where a thorough course of instruction was given nowadays unlike the old days when new men had to pick up what they could by attendance at the Courts. The Magistrate said that in the absence of any direct evidence of collusion he did not think that the maximum penalty, which was reserved for the very worst cases, would be quite in order. It was a very serious case but as the defendant was a comparatively new man he would pass sentence of four months' imprisonment.

Mr. Louis Burke Esq. was called as First Class Engineer.

A non-fatal case of enteric fever, British, was notified yesterday.

BUSINESS NOTICES

NOT REVISED PRICES

BUT VALUE PRICES FOR NEW GOODS.

ENGLISH BATHING COSTUMES

We have just received a delivery of English-made Navy Stockingette Bathing Costumes. Plain Navy only.

\$4.00 Suit \$4.50 Suit

Special Window Display Now Showing.

MACKINTOSH & Co., Ltd. Men's Wear Specialists.
16 Des Vaux Rd. Tel. 23.

WE ARE NOW CARRYING
STOCKS OF HIGH CLASS
DUTCH HAVANA CIGARS

THE PHARMACY

22, Queen's Road. Tel. 845

"ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Grasco Egyptian Tobacco Store.

Or from

The Gledale & Terramia Tea Agency.

DANIELS & CO., 17, Wyndham (Flower) Street.

ESTABLISHED 1900.
TELEPHONE 2343.

TAILORING

DISS BROS.
ALEXANDRA BUILDINGS.

ERVEN LUCAS BOLS

BOLS GENEVA & BOLS DEY GIN.

OBTAINABLE AT:-

CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.



EVERYTHING IN THE SWIMMING LINE

FOR
LADIES and GENTS

INCLUDING

VEST, BONNETS, WIGGS,
TOWELS, SHOPS, Etc.

Get ready for the Swimming Season
By equipping yourself

AT

THE SINCERE CO., LTD.

"HONGKONG IMPORTERS"

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS

Public Auctions

THE Undermentioned have received instructions to sell by Public Auction, on

FRIDAY, July 15, 1921.

commencing at 11.30 a.m.

At Godown A of The Hongkong & Kowloon Wharf & Godown Co., Ltd., Yau Ma Tei.

500 bundles Mild Steel Corrugated Structural Grade Bars 1/2" x 40"

24 bundles Mild Steel Corrugated Structural Grade Bars 3/8" x 40"

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

WEDNESDAY, July 20, 1921.

commencing at 2.45 p.m.

At No. 40, Hampshire Building, Kowloon.

A Large Quantity of

Valuable Household Furniture.

(Full Particulars from Catalogue).

On view on day of sale.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 13, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs

on the 1st July, 1921.

CITY AND NEW DISTRICT WATER WORKS

LEVEL.

1920. 1921.

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INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for infants which keeps good quality during Hot weather (2) LACTOGEN (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 17 & 19, Cross Street, Central, Hongkong.
Telephone Nos. 123

理代泰豐泰

FOR SALE.

CHINA PICTORIAL
AERIAL
POSTAGE STAMPS,

at \$3.75 net per set.

GRACA & CO.,

Dealers in Postage Stamps,
Philatelic Goods, Post Cards,
Toys, &c.

No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER.



CHERRY & CO.,

PEDDER STREET,
Opposite Hongkong Hotel

Telephone No. 421.
Hongkong, March 30, 1914.

TANG YUK, DENTIST.

at the late SIEN TING,
14, D'Agulhar Street.

TERMS VERY MODERATE.
CONSULTATION FREE.

THE NEW FRENCH REMEDY.

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

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FOREVER ENGLAND.

THE GIRDLE OF HONOUR.

WAR GRAVES IN THE EAST.

The middle-aged and much-travelled Briton who, after six volcanic years, summons up what remains to him of interest and aspiration, and sets forth upon a Continental tour, does so with the consciousness that he may not find things precisely as they were before 1914; and if he be a more or less receptive and sympathetic person he will not be far upon his travels before it dawns upon him that it is not so much in the material conditions of travel-conditions too familiar to the senses round which the rags and tatters of war still cling to cause much comment—that the changes lie, but in himself and his fellow travellers; for there are few tourists now, but many pilgrims. In the company of these pilgrims travel, it is true, refugees and packmen, soldiers and diplomats, but the tourist, with nothing to guide him but his guide-book, and no goals but those mentioned therein, is rare. That shy, jovial, comfortable, matter-of-fact person, who left his comfortable, matter-of-fact country for a month or two's holiday in lands of whose language, customs, and history he was profoundly and most contentedly ignorant, will not be quite so much in evidence in this generation. For nowadays there are few English men or women whose heads do not hold the name of a shrine in some far-off land; few whose hands do not grasp some ragged staff of grief or tragic memory to guide them thither. They do not always formulate this to themselves, it is true, and never to the chance stranger. They tell you that it is possible to get abroad again now fairly easily, in spite of all this absurd fuss about passports, and that they would like to see the ruins of Ypres, and if there is anything left of the dug-outs and trenches on the Somme. "I had two boys fighting there. This is going to be a beastly winter in England, coal strikes and that sort of thing. I thought I would get out to Egypt and have some sun. We may run on to Jerusalem—my second boy was in Palestine." Commonplace many of them, with unemotional faces and indifferent voices, but wearing the dedicatory, if invisible, cockle-shell in their unpicturesque hats.

A WORLD CHAIN.

It was a Sunday morning in October when we started on the first stage of a journey to the Near East, with the object of visiting the British war cemeteries, those distant links in the great chain of our dead which to-day binds the world, writes a special correspondent in the *Daily Telegraph*. It was cold and windy—prematurely so for the time of year—but befitting the day which pre-

ceded the opening of one of the recurring coal strikes, and as we raced across the foamy Channel it seemed as if England turned towards us an unusually pale cheek of uncomfortable foreboding. Lonely and tired she seemed, the proud, grey-haired mother of thousands of dead, dutiful sons, the first of whose graves lay almost within her view, on the other side of those narrow waters, in Calais cemetery. Heaven grant that she, weary of wrestling with the passions of the unruly children remaining to her, and strengthened by that distant vision, may bear the challenge of her dead into the hearts of her living, for whose union their sacrifice was made, and let it triumph there by its irresistible appeal over men's selfishness or sloth.

Shortly after landing we were in the Oriental Express, dashing past the French Communal Cemetery at Wimereux, where our graves overflowed towards the railway, and then through the sand dunes of Picardy, sacred for ever to the memory of tens of thousands of wounded who lay in hospitals here bombed by the enemy, until we reached, on the right, the river's mouth and the two tall lighthouses, and on the left, with its background of pines and sandhills, the grave-sown expanse, faintly coloured with autumn flowers, of the English British Cemetery. Here the dead lie in battalions, the wooden crosses, waiting to be replaced by the simple headstones, standing silent and undisturbed, the only movement being that of scattered gardeners, transforming the sand-swept French soil into a veritable bit of England with the unrivalled skill and patience which have made our homes something different from anything anywhere else in the world. Would it not be well if all the expresses, instead of dashing past this great milestone, could be slowed at the cost of one or two brief moments? Surely the negligible loss of time would be compensated for by the opportunity thus given for the living to renew their vows to the dead, whose presence on that foreign ground should help to bring about the peace of nations.

HEROES OF HALF-A-CENTURY AGO.

On our way to the Eastern fronts we saw no more British cemeteries; the carriage we entered at Calais was the same from which we alighted at Constantinople five days later. And yet, though we saw it not after Etaples, we knew that the chain of our dead, of our own British dead, extended attenuatedly across all the countries through which we passed. Beyond the stately cemeteries of Etaples and Italy, in Serbia, Bulgaria, Turkey, the little plots of England, sometimes as enclosures of their own, at others partitioned off in some public or municipal cemetery, Great Britain has put the girdle of honour about the world in these last wild years. The empire of her dead may yet be mightier than that of her living when she has had time to reflect on the magnitude of the debt she owes them.

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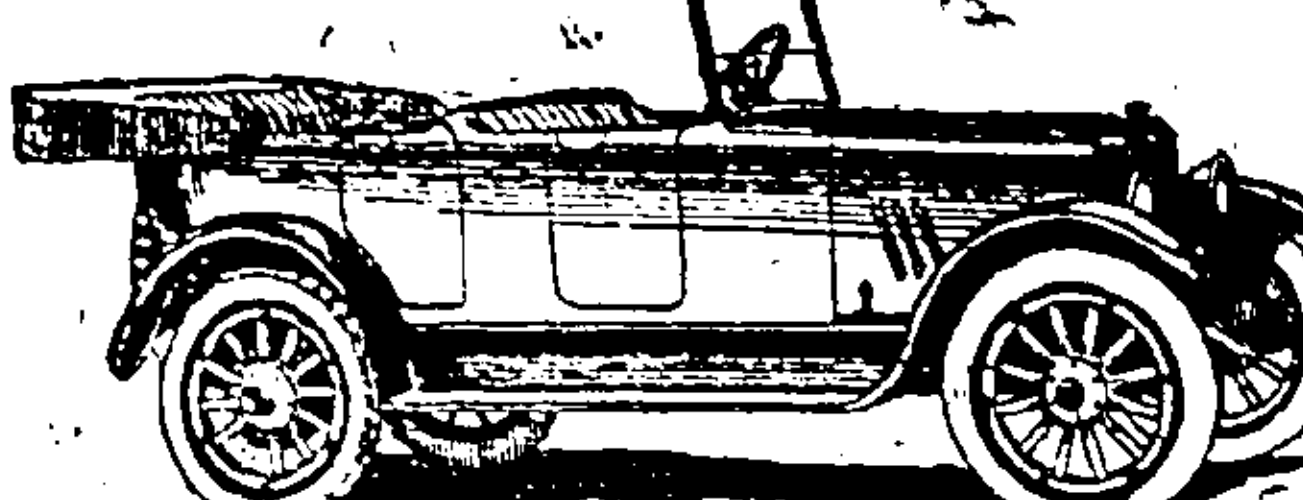
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MERCURY MOTOR CAR CO.
59-61 Des Voeux Road Central,
HONGKONG.



DEALERS ADDRESS: MERCURY MOTOR CAR CO.
GENERAL OFFICE: 115
MAIN BRANCH: 17
SHOW ROOM: 17
HONGKONG, CHINA
WEST POINT BRANCH: 124
WORK SHOP: 125

HONGKONG SHIPPING.

ARRIVALS FOR FIRST SIX MONTHS.

INCREASE OF 563,220 TONS.

AN INTERESTING COMPARISON.

An interesting comparison of the shipping arrivals in Hongkong during the first six months of 1921 with the arrivals during the same period of last year is published below. It is disclosed by the figures that there was an increase of 291 in the number of arrivals and an increase of 563,220 in the tonnage. Arrivals under the British flag, it is shown, increased by 250 as against the Japanese total of 189. The total Japanese tonnage increase, however, was 130,413 more than the British. This may be accounted for by the fact that the British total increase of 260 vessels includes 181 river steamers whereas the Japanese arrivals were all ocean going craft. Dutch arrivals increased by 35 (87,029 tons) and Italian arrivals by 7 (27,372 tons). Chinese arrivals decreased by 124 (54,029 tons), Norwegian by 42 (50,639 tons), Portuguese by 31 (17,319 tons), Russian by 21 (32,638 tons) and United States by 7 (40,943 tons). Following are the arrivals for the first six months of 1921—

Flag.	No.	Tonnage.
British.....	1115	2,230,004
Inter-allied.....	2	8,402
Brazilian.....	1	1,832
Chinese.....	421	276,393
Dutch.....	5	19,321
French.....	87	222,259
Greek.....	81	146,047
Italian.....	13	50,616
Japanese.....	679	1,484,434
Norwegian.....	53	50,712
Portuguese.....	3	6,591
Russian.....	3	4,479
Siamese.....	15	16,105
Sarawak.....	3	2,676
Swedish.....	2	7,601
United States.....	133	433,894
Total Foreign.....	1501	2,731,418
Total.....	2616	4,961,422

Flag.	No.	Tonnage.
British.....	1431	876,905
Chinese.....	374	128,043
Portuguese.....	67	10,854
Total Foreign.....	441	138,297
Total.....	1872	1,017,802

Flag.	No.	Tonnage.
British.....	2546	3,108,909
Inter-allied.....	2	8,402
Brazilian.....	1	1,832
Chinese.....	795	2,104,442
Dutch.....	5	19,321
French.....	87	222,259
Greek.....	81	146,047
Italian.....	13	50,616
Japanese.....	679	1,484,434
Norwegian.....	53	50,712
Portuguese.....	3	6,591
Russian.....	3	4,479
Siamese.....	15	16,105
Sarawak.....	3	2,676
Swedish.....	2	7,601
United States.....	133	433,894
Total Foreign.....	1942	2,870,315
Grand Total.....	4488	5,979,224

ARRIVALS DURING THE FIRST SIX MONTHS OF 1920 WERE AS FOLLOWS:

Flag.	No.	Tonnage.
British.....	1036	2,087,463
Inter-allied.....	8	25,796
Brazilian.....	1	3,041
Chinese.....	484	315,709
Dutch.....	6	24,692
French.....	52	135,230
Greek.....	81	143,033
Italian.....	6	23,244
Japanese.....	490	1,059,065
Norwegian.....	95	101,401
Portuguese.....	45	25,692
Russian.....	24	37,117
Siamese.....	20	22,817
Sarawak.....	2	6,533
Swedish.....	142	474,837
United States.....	142	474,837
Total Foreign.....	1456	3,398,207
Total.....	2492	4,485,679

Flag.	No.	Tonnage.
British.....	1250	776,490
Chinese.....	399	144,762
Portuguese.....	56	9,072
Total Foreign.....	455	153,834
Total.....	1705	930,324

Flag.	No.	Tonnage.
British.....	2296	2,863,553
Inter-allied.....	8	25,796
Brazilian.....	1	3,041
Chinese.....	883	460,471
Dutch.....	6	24,692
French.....	52	135,230
Greek.....	81	143,033
Italian.....	6	23,244
Japanese.....	490	1,059,065
Norwegian.....	95	101,401
Portuguese.....	101	34,754
Russian.....	24	37,117
Siamese.....	20	22,817
Sarawak.....	2	6,533
Swedish.....	142	474,837
United States.....	142	474,837
Total Foreign.....	1911	2,552,041
Total.....	4197	5,415,994

Flag.	Increase.	Decrease.
British.....	214,556	6 17,794
Inter-allied.....	1	1 3,041
Brazilian.....	124	1 1,832
Chinese.....	124	1 1,832
Dutch.....	1	1 1,832
French.....	1	1 1,832
Greek.....	1	1 1,832
Italian.....	1	1 1,832
Japanese.....	189	42 50,638
Norwegian.....	42	21 32,638
Portuguese.....	31	3 2,676
Russian.....	21	3 2,676
Siamese.....	15	3 2,676
Sarawak.....	3	3 2,676
Swedish.....	1,038	0 4,043
United States.....	0	0 4,043

THE KWANGS WAR.

TANG YUEN CAPTURED.

NANNING EXPECTED TO FALL IN THREE WEEKS.

After a hard struggle lasting for five days and nights and at tremendous sacrifice, Tang Yuen in Kwangsi was captured early on Tuesday morning.

A very stubborn resistance was offered by the Kwangsi troops and it was not until about 1,000 lives on the Cantonese side were lost that the city was taken. The enemy also suffered heavy casualties and more than 1,000 prisoners were captured. The fall of this stronghold has greatly discouraged the enemy troops and no serious resistance is expected from them in other cities nearby.

When news of the capture of Tang Yuen reached Gen. Chen, he said that he expected Nanning would be captured inside of three more weeks. — Canton Times.

TO-DAY'S ADVERTISEMENTS.

TO LET.

COMFORTABLE FURNISHED HOUSE, High, Cool position. Two Bedrooms, European Bath, Two Sitting Rooms, to let furnished for two or three months. Apply 21, Broadwood Road, (Tel. 3344) or Paymaster Commander, H.M.S. Titania.

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA" Captain WALKER, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 20th August, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, July 14, 1921.

TO-DAY'S ADVERTISEMENTS.

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Association Memorandum differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles be read approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, and be the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided in to 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of July, 1921.

By Order of the Board
J. H. TAGGART,
Manager.

CRAMP COLIC.

No need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For sale by all Chemists and Storekeepers.

TO-DAY'S ADVERTISEMENTS.

CONSTITUTIONAL REFORM.

THE PETITION.

May be signed at the following places:

Hongkong Club,
Phoenix Club,
The Engineer's Institute,
Kowloon Cricket Club,
Kowloon Bowling Green Club,
Club de Rekreio,
Victoria Recreation Club,
Leisure Club,
Kowloon Deck Reading Room,
Messrs. Lane Crawford Ltd.,
Messrs. Kelly & Walsh Ltd.,
Messrs. Kelly & Walsh Ltd.,
F. P. de V. Soares' Office.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of July, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of the Lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days from 1st July, 1928.

Particulars of the Lot.	Area in Sq. Yds.	Annual Rent in \$	Option Price in \$
Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.			

PUBLIC AUCTIONS.

THE Undermentioned have received instructions to sell by Public Auction,

SATURDAY, July 16, 1921,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

1 Dictaphone,

2 Dictaphones,

3 Shaving Machines,

8000 E.C.C. Egyptian Cigarettes,

3000 Almas

1850 Crown Prince Egyptian Cigarettes,

2150 Dollar Prince

2100 King Egyptian Cigarettes,

1000 Fleur d'Orient Egyptian Cigarettes,

290 lbs. Navy Cut Tobacco,

60 boxes Proserpina Cigars,

Also

A Quantity of Chocolates.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

on

TUESDAY, July 19, 1921,

commencing at 10.30 a.m.

at No. 8 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd.,

Kowloon,

A Quantity of Round, Square and Flat Iron Bars, Steel Plates,

Angle Iron, Rivets, Tiaplates, Brass-ware,

Also

A Quantity of Miscellaneous Goods.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, July 14, 1921.

NOTICES.

LANE, CRAWFORD & CO.

WE HAVE A LARGE SELECTION
PYJAMA SUITS
SUITABLE FOR PRESENT WEAR.



AERTEX \$14
COTELLA \$8
FLANNEL \$8
SILK \$25

AND

A VERY SMART SELECTION
COLOURED COTTON
PYJAMA, WITH
DIFFERENT COLOURED
COLLAR AND CUFF
10.50 IN ALL SIZES.

COLUMBIA
GRAFONOLA

THE SUPREME
INSTRUMENT
OF MUSIC.

ANDERSON'S
(THE COLUMBIA SHOP).

C. P. Goetz Cameras, Lenses, Binoculars,
Fox Typewriters and 7 lbs Portables.
INSPECTION AT **A. TACK & CO.**
and
HALL, LAW & CO., Sole Agents
4, Lee Yuen Street East. Phone 3217.

HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for **HOUSEHOLD COAL** re-screened in Hongkong at the following prices:—
Delivered to Peak District (above Bowen Road)...\$22.00 per ton.
"Bowen" Road and Lower Levels and Kowloon...\$21.00 per ton.
TERMS:—CASH WITH ORDER.
(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION
HEAD OFFICE:—TIENTSIN.

AGENTS:—DODWELL & CO., LTD.
HONGKONG

TRIALS SOLICITED BY
JAMES STEER.

THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
9, 10a HOUSE STREET, HONGKONG

Vickers' LONDON Gin

The Perfection of over
a Century's Experience
in Gin Distilling

"BOTH BRANDS
ARE BENEFICIAL"

FINEST LONDON OLD TOM
FINEST LONDON UNSWEETENED



Price per Case 1 doz. qts. Duty Paid \$23.00

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.
8, QUEEN'S ROAD, CENTRAL
HONGKONG

COOLEST HALL IN THE COLONY.

- WO PING THEATRE -

FRIDAY, JULY 15th.

COME AND SEE

CHEFALO

in an entirely new performance.

DRESS CIRCLE \$1.50; STALLS \$1.00.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Ships—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).

For information may be obtained at the COMPANY'S OFFICE, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE".....Sailing on or about 2nd August.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "CICLIA".....Sailing on or about 10th August.
Cargo only.

FOR SHANGHAI.

S.S. "CICLIA".....Sailing end of July.

Passengers Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS
FROM COLOMBO

S.S. "UMRUZI".....Sailing about July 30th.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Port Said.

ARJUN MARU.....Tuesday, 18th July.

BOENOS AIRES—Via Japan, Korea, and Cape Town via Singapore.

Passenger Service—Tuesday, 18th July.

TACOMA MARU.....Friday, 15th July.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

INDUS MARU.....Friday, 15th July.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

service.

KISHU MARU.....Monday, 1st August.

Excellent accommodation for 1st and 3rd class passengers and

Passenger Service—Monday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Dairen—Regular fortnightly passenger service touching at intermediate ports in

Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago

Milwaukee and St. Paul Railway.

ARIZONA MARU.....Thursday, 21st July.

MANILA MARU.....Tuesday, 2nd August.

NEW YORK via PANAMA.....Sunday, 17th July.

NEW ORLEANS via SUEZ.....Wednesday, 13th July.

JAPAN PORTS—Kobe direct.....Wednesday, 13th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.S.K. wharf near the Harbour Office.

AMARUSA MARU.....Sunday, 17th July.

TAKAO via SWATOW and AMOY.....Thursday, 14th July.

SOSUO MARU.....Thursday, 14th July.

For sailing dates and further particulars please apply to—

Y. YAMADA, Manager,
No. 1, Queen's Building,
Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LD. & CHINA MUTUAL S.S. CO. LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LD.)

SAILINGS FROM HONGKONG.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS: 2,000. CANTON.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....20th August.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Agents,
112, Cross Street, Singapore.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TSINGTAO.....July 16, at 4 p.m.
SHANGHAI.....July 17, at 10 a.m.
HONGKONG, KANTON & HAIPHONG.....July 19, at 9 a.m.
SWATOW AND BANGKOK.....July 19, at 10 a.m.
SHANGHAI AND TSINGTAO.....July 19, at Noon.
SHANGHAI AND TSINGTAO.....July 20, at 4 p.m.
SHANGHAI AND TSINGTAO.....July 21, at Noon.
SHANGHAI AND TSINGTAO.....July 22, at 4 p.m.
SHANGHAI AND TSINGTAO.....July 23, at Noon.
SHANGHAI AND TSINGTAO.....July 24, at 4 p.m.
SHANGHAI AND TSINGTAO.....July 25, at Noon.
SHANGHAI AND TSINGTAO.....July 26, at 4 p.m.
SHANGHAI AND TSINGTAO.....July 27, at Noon.
SHANGHAI AND TSINGTAO.....July 28, at 4 p.m.
SHANGHAI AND TSINGTAO.....July 29, at Noon.
SHANGHAI AND TSINGTAO.....July 30, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 1, at Noon.
SHANGHAI AND TSINGTAO.....August 2, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 3, at Noon.
SHANGHAI AND TSINGTAO.....August 4, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 5, at Noon.
SHANGHAI AND TSINGTAO.....August 6, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 7, at Noon.
SHANGHAI AND TSINGTAO.....August 8, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 9, at Noon.
SHANGHAI AND TSINGTAO.....August 10, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 11, at Noon.
SHANGHAI AND TSINGTAO.....August 12, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 13, at Noon.
SHANGHAI AND TSINGTAO.....August 14, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 15, at Noon.
SHANGHAI AND TSINGTAO.....August 16, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 17, at Noon.
SHANGHAI AND TSINGTAO.....August 18, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 19, at Noon.
SHANGHAI AND TSINGTAO.....August 20, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 21, at Noon.
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SHANGHAI AND TSINGTAO.....August 28, at 4 p.m.
SHANGHAI AND TSINGTAO.....August 29, at Noon.
SHANGHAI AND TSINGTAO.....August 30, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 1, at Noon.
SHANGHAI AND TSINGTAO.....September 2, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 3, at Noon.
SHANGHAI AND TSINGTAO.....September 4, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 5, at Noon.
SHANGHAI AND TSINGTAO.....September 6, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 7, at Noon.
SHANGHAI AND TSINGTAO.....September 8, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 9, at Noon.
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SHANGHAI AND TSINGTAO.....September 11, at Noon.
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SHANGHAI AND TSINGTAO.....September 14, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 15, at Noon.
SHANGHAI AND TSINGTAO.....September 16, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 17, at Noon.
SHANGHAI AND TSINGTAO.....September 18, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 19, at Noon.
SHANGHAI AND TSINGTAO.....September 20, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 21, at Noon.
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SHANGHAI AND TSINGTAO.....September 26, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 27, at Noon.
SHANGHAI AND TSINGTAO.....September 28, at 4 p.m.
SHANGHAI AND TSINGTAO.....September 29, at Noon.
SHANGHAI AND TSINGTAO.....September 30, at 4 p.m.

Telephone No. 25.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.
For VICTORIA, B.C. AND SEATTLE.
Calling Shanghai—Kobe—Yokohama.

LEAVE HONGKONG. ARRIVE SEATTLE.
S.S. "WHEATLAND MONTANA".....July 20th. Aug. 2nd.
S.S. "SILVER STATE".....Aug. 12th. Sept. 2nd.
S.S. "SILVER STATE".....Aug. 15th. Sept. 2nd.
S.S. "CROSSKEYS".....Aug. 15th. Sept. 2nd.
S.S. "KEYSTONE STATE".....Oct. 2nd. Oct. 22nd.
S.S. "WENATCHER".....Oct. 2nd. Oct. 22nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "COAKET".....July 22nd.

S.S. "MONTAGUE".....August 7th.

Through Bills of Lading issued to Overland common point Passenger and

Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"BELLFLOWER".....August 15th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.



REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT:

FOR SINGAPORE DIRECT.

OLDARETTA.....sailing July 14th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

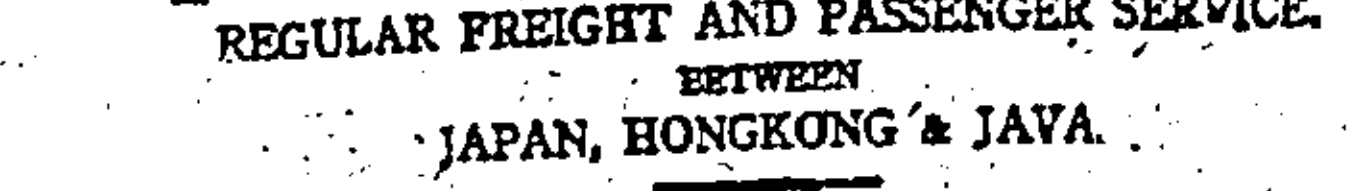
LAKE ONAWA.....sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

17th Floor, HOTEL MANSIONS. PASSENGER OFFICE

TELEPHONE 2472 & 2478. QUEEN'S BUILDING, 120, HOUSE ST.



REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Maccassar and Balikpapan.

S.S. "MACASSAR MARU".....Sailing on 28th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU".....Sailing on 26th July.

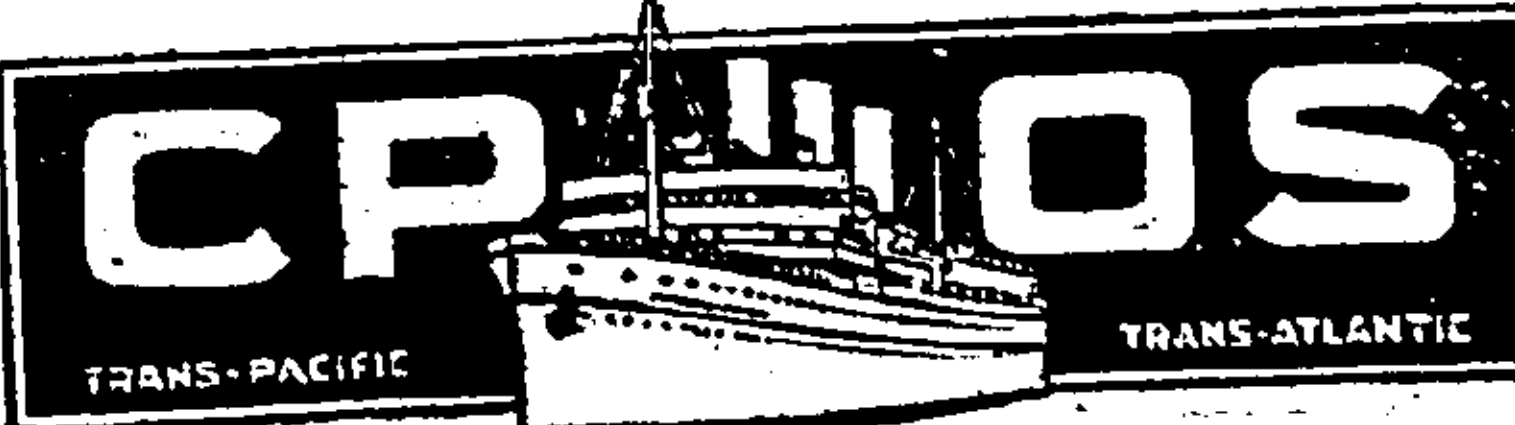
All steamers have excellent passenger accommodations, and are fitted

with Electric Light, Fans and Wireless Telegraph.

For further information please apply to—

K. SUZUKI, Manager,
1st Floor, Queen's Hotel Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Mojji) KO YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER FROM HONGKONG. DEPART VANCOUVER. DEPART CANADA. DEPART ENGLAND.

F. Asia July 21 Aug. 8 E. France Aug. 11 Aug. 13

E. Russia Aug. 18 Sept. 5 E. Britain Sept. 14 Sept. 16

Monteagle Aug. 23 Sept. 10 Melita Sept. 21 Oct. 1

E. Asia Sept. 10 Oct. 3 E. France Oct. 18 Oct. 20

E. Japan Sept. 20 Oct. 11 E. Britain Oct. 25 Oct. 27

E. Russia Oct. 13 Oct. 31 E. Britain Nov. 11 Nov. 13

Monteagle Oct. 26 Nov. 10 E. Britain Nov. 28 Dec. 4

Other Atlantic sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Car Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 1752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 17th Aug. 9th Sept. 9th

HONGKONG to MANILA

S.S. "NANKING" Aug. 1st 30th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 23rd September 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in Japan, Korea & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE. FREIGHT & PASSENGER AGENT,

PARSONS BUILDING, 100, HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIOONG Capt. W. Cooper FRIDAY 15th July, at 2 p.m.

HAIOONG Capt. W. O. Patterson TUESDAY 19th July, at 1 p.m.

HAIOONG Capt. A. H. Stewart FRIDAY 22nd July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Manager.

DOUGLAS LARRAIK & Co.

NEW YORK VIA SUEZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA,

364,704 S.V. DURBAN (Said), 4,191 GROSS TONS, PORT DURBAN

and JARVIS direct or with transshipment at CALCUTTA and COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND
ALL, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"SYRIA"	7,000	25th July	MARSHALL, LONDON & A'werp.
"KALIAN"	9,000	1st Aug.	MARSHALL, LONDON & A'werp.
"MANILA"	7,800	19th Aug.	MARSHALL, LONDON & A'werp.
"DUNERA"	5,400	29th Aug.	Singapore, Colombo & Bombay.
"KASHMIR"	8,400	2nd Sept.	MARSHALL, LONDON & A'werp.
"KASHMIR"	8,400	15th Sept.	MARSHALL, LONDON & A'werp.
"SOMALI"	7,000	30th Sept.	MARSHALL, LONDON & A'werp.
"BOUDAN"	6,700	14th Oct.	MARSHALL, LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5,200	15th July at 1 p.m.	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Manila, Thursday Island.
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane, Sydney and Melbourne.
"EASTERN"	4,000	18th Sept.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"EURYALUS"	2,575	18th July	Swatow and Amoy.
"MANILA"	7,800	21st July	Shanghai, Moji and Kobe.
"JAPAN"	6,000	30th July	Shanghai, Moji and Kobe.
"KASHMIR"	8,400	1st Aug.	Shanghai, Moji, Kobe & Yama.
"DUNERA"	5,400	7th Aug.	Shanghai only.
"ST. ALBANS"	4,500	2nd Aug.	Japan only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between
Singapore and Calcutta via Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Outlets are fitted with Electric Fans free of charge.
Steaming and Sailing dates may be cancelled or altered without notice.
Parcels Measuring not more than 4 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, and other, apply to—
MACKINNON, MACKENZIE & CO.
Agents.
25, Des Voeux Road Central, HONGKONG.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila,
Keelung, Shanghai & Japan ports.Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.SUWA MARU Friday, 29th July, at 11 a.m.
FUSHIMI MARU (omit, Manila) Tuesday, 23rd Aug. at 11 a.m.
KATORI MARU Friday, 9th Sept. at 11 a.m.LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.YOKOHAMA MARU Wednesday, 2nd August.
KIKIST Middle of August.HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIVERPOOL & MARSEILLES via Suez.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.NIKKO MARU Tuesday, 19th July, at 11 a.m.
AKI MARU Tuesday, 19th Aug., at 11 a.m.NEW YORK & HAVANA via PANAMA.
LYONS MARU Sunday, 14th August.SOUTH AMERICAN PORTS via Cape.
KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU Saturday, 2nd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU Saturday, 16th July, at 11 a.m.SHANGHAI, KORE & YOKOHAMA.
YOKOHAMA MARU (Kobe direct) Thursday, 14th July.
TEIKOKU MARU Sunday, 17th July.
SADO MARU Friday, 23rd July, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone No. 202.

EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

BRITISH SOLDIERS AT AMIENS.

PARIS, July 11th (delayed).
General Lord Cavan represented the
British Government at Amiens at the cere-
mony of the bestowal of the Croix de
Guerre upon a number of war-stricken
villages. M. Elia (the deputy), in a
speech, extolled the heroism of British
soldiers in the battle around Amiens—
Havre.

MEXICAN OIL TAX DISPUTE.

New York, July 13th.
The United States warships, which were
despatched to Tampico in consequence
of the danger of an outbreak of distur-
bances arising from the dismissal of
employees of oil companies, have now left
Tampico.

TRIAL OF WAR CRIMINALS.

PARIS, July 11th (delayed).
Following French Government's action,
the Belgian Government has issued
legal orders from the Leipzig proceed-
ings—Havre.

PACIFIC CONFERENCE.

London, July 13th.
Opinion, official and public in the
United States is optimistic as regards the
Pacific Conference, which, it is anti-
cipated, will bring America again to
the forefront in international politics.
The Times concurs that the Conference
will mark the resumption by the United
States of its rightful place in the com-
munity of nations, and says that America
is keenly interested whether the Empire
will be represented by ministers or dele-
gates outside the Cabinet.

The Times attacks what it calls "con-
certed calls for Mr. Lloyd George and
Lord Curzon to cross the Atlantic," and
says that neither is fitted by his position,
temperament, or past career to take a
direct part in the negotiations.

Washington, July 13th.
President Harding has signed the
Naval Appropriation Bill, carrying 410
million dollars and including the Berran
amendment authorizing and requiring
President Harding to call a Three Power
Naval Disarmament Conference.

SIAMESE JUDGES FOR INTER-
NATIONAL COURT.

London, July 13th.
Dr. Eldon James, ex-Warden of the
Law Faculty in Missouri University, who
represents Siam at the Hague Arbitra-
tion Court, has submitted four candi-
dates for the eleven judgeships and four
supplementary judgeships of the Inter-
national Court of Justice, namely, Phya
Kritika Nakornkiet, Director of Justice
in the Supreme Court of Siam; Phya
Chinda Pyrom, of the Civil Court of
Siam; Dr. Roscoe Pound, Warden of the
Law Faculty in Harvard; and M. P.
Fris, of the Supreme Court of Denmark.

THEATRE NOVELTY.

SOMETHING REALLY NEW.

HYPNOTIC SPELL OF SPANISH BALLET.

You saw a party of a dozen Spanish
folk, men and women, in fine attire,
ranged round a small dais, when the
curtain went up on "Caudro
Flamenco" at the Princess Theatre
London. And after a couple of
guitarists had tuned up a woman
began a song in the strangest of
raucous tones.

An anxious moment! The tuneless,
timeless song and the guttural voice
seemed possible to strain to breaking
point the Londoner's faith that what
the Russian Ballet offers will "do."
Well, we jumped to it. That voice,
which creaked like a viola, took us
to Andalusia, next door to Moorish
lands, muezins and so on. The
strain eased. The Russians' depart-
ure, in taking under their wing a
genuine, undiluted cafe-concert party
from Seville, is not the least of their
surprises, and it will do splendidly.

The music? Thrumming of
guitars, clapping of hands, stamping
of feet. It sets up rhythms which
work a sort of hypnotic spell, and
then one or another of the dancers
comes forward and performs in a
space the extent of a dining-room
table—tango and farfucca, garrofin
and jota are danced.

One felt a bit of a barbarian before
the subtlety of these women's art.
Their feet move by little.
Their bodies sway and arms curve
with a singular expression of con-
tained passion. The men's dances
are genuinely masculine. The fury
of the repeated rhythms in the guitar
and clapping accompaniment makes
you understand the poet's phrase
about the "thunder" of the Manilla
tambourines.

The dancers wore splendid clothes
from the designs of the ingenious
Picasso. La Minerva was the sur-
prising singer. Mme. Dalbrucin
danced the farfucca—a superbly hand-
some creature.
The sight of the legless dancer,
Mate (who has been amputated at
both knees) was painful, yet truly in
the picture. The dwarfs in the
canvases of Valesquez and the queer
horror of Goya are the justification
of this dance. A furious jota, by
La Lopez and El Moreno, came last
—the real thing, this after the civilis-
ed, tame jotas of our symphony con-
certs.

WHEN YOU EAT TOO MUCH.

DISTRESS in the stomach after eat-
ing is relieved by taking one of
Chamberlain's Tablets. Try it also next
time you eat more than you should. For
sale by all Chemists and Druggists.

AMERICA'S TRADE.

NEW TARIFF LAW.

FOREIGN CREDIT QUESTION.

America's Emergency Tariff Law
became effective for a period of six
months. At the same time President
Harding is conferring with the coun-
try's leading financial lights in an
effort to devise a foreign trade policy
which will stimulate exports and
revive commerce generally, and there
are many here who wonder how the
two actions are to be reconciled. The
new Tariff Law, it is claimed by critics,
is designed to prevent foreign coun-
tries liquidating their indebtedness
here in the only practical manner—
that is, through the sale of goods.
While it is evidently the intention
of the Republicans to protect Ameri-
can industry from "cheap foreign
competition," at least until the folly
or wisdom of their methods has been
established, it is somewhat encourag-
ing to note the unanimity of opinion
that there must be no further delay
in the adoption of a liberal credit
programme which will permit us to
purchase here.

It is true that President Harding
made it clear that he wishes to assure
American capital being used only
for the purchase of American goods,
and has intimated that Washington
will frown on further foreign loans
unless the proceeds are spent here.
All suggestions emanating from the
White House, however, are recognised
as "feelers," and in many quarters
the hope is expressed that the
President will be advised in his con-
ferences with leading business men
that Europe must be assisted to trade
goods for goods if further credits on
account of exports are to be facilitated
and existing loans liquidated.

Another question very much oc-
cupying Washington attention now
is that of refunding the Allied debt
and accumulated interest. Mr.
Harding has expressed the hope,
rather than offered any plan, that
loans to foreign Governments can
be converted in such a way as to place
them in the hands of the American
investing public by exchanging them
for America's own war bonds, or
selling them direct. Prominent
financiers with whom I have discussed
the proposal declare that the plan
is ideal theoretically, but that there
are many difficulties likely to arise
in its application. Aside from the
bonds of Great Britain, it is doubted
whether the American public will be
willing to accept Five and a Half
per Cent. bonds on foreign Govern-
ments' guarantee, and it was question-
ed whether Great Britain, France,
and Italy would consent to what
might be regarded as the indignity
of American Government endorse-
ment.

The seriousness of the recent trade
slump in this country was emphasised
by the numerous industrial
concerns which felt obliged to suspend
their Preferred and Common stock
dividend payments. The New York
stock market also has to contend
with a violent break in foreign ex-
change quotations, which, while
popularly attributed partly to the
accumulation of dollars on your side
on account of German reparation
payments, and partly to speculation
here, has rather mystified the local
bankers.

The business situation in America,
according to the trade reports, is
slowly improving, but the leaders
of the steel trade and others are
frankly pessimistic regarding the pros-
pects of any substantial business
revival in the next six months. The
American railways, by reason of
helpful economies and an indicated
peaceful readjustment of their wage
scale, promise to lead industry back
to its normal stride when the time
comes.

EXPENSIVE COURTSHIP.

A MILLIONAIRE'S BILLS.

A FORTUNE ON JEWELS.

London, June 5.—The American
millionaire, lumberman, Mr. J. S.
Joyce, says that during the fourteen
months of the courtship and his brief
period of matrimony with Peggy
Hopkins, the artist's model and
chorus girl, it cost him £350,000. Mr.
Joyce makes this declaration in an-
swer to the demand of his wife for
£30,000 a year as temporary alimony
and £25,000 for lawyers' fees
pending the hearing of the
suit for annulment of the
marriage and her counter-suit for
divorce. The husband says he is
unable to pay these sums because he
is still in debt for accounts which he
ran up to provide his wife with
jewels. He declares she spent
£124,229 on jewels and contracted
for £100,000 worth in addition and
says that while Peggy Hopkins was
spending all this money his mother,
the principal owner of the Joyce
estate, one of the largest in the
country, spent less than £1,250 on
herself.

TERRIFYING ORDEAL.

FOUR DAYS IN A CUPBOARD.

CHILDREN'S ADVENTURE.

A seven-year-old boy and a five-
year-old girl escaped death from
starvation and confinement by the
narrowest margin, when they were
released after being locked up in a
small dark cupboard in an empty
house at Waterson, New Jersey, for
four days and nights. Harry Farber
and Bella Wiener, while playing hide
and seek, squeezed into a cupboard
six feet high, four feet long, and
sixteen inches deep, and closed the
door, which has an automatic lock
on the outside. Little Harry, from his
hospital cot told newspaper reporters
that he was not particularly frightened
when he found the door locked, al-
though he admitted crying a little
when his small companion lost con-
sciousness, or, as he termed it, "went
to sleep," so that he could not awaken
her. In their waking moments the
children kicked the door and shouted,
but they gradually became weaker
and their efforts more feeble. Harry
says he knew the difference between
night and day only by the noises in
the street. To pass the time away
and help cheer up the little girl, who
constantly cried for her mother, the
boy sang nursery rhymes and told
fairy tales but the "hole in his
stomach" got worse, and he remem-
bers dropping off to sleep and nothing
more until he was rescued.

The parents and neighbours were
meanwhile searching high and low
and dragging the river, until the
brother of little Bella thought of a
visit to the empty house. He heard
moans in the cupboard, and discover-
ed the little ones unconscious.
Physicians declare that the children
are too young to suffer any mental
torment over their horrible experience,
and will remember only the physical
strain of cramped limbs and lack of
food and water. Both will soon be
as well as ever.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship
"YOKOHAMA MARU,"
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Godowns
and Kowloon Wharf and Godown Co's
Godowns at Kowloon, where each con-
signment will be sorted out mark by mark and
delivery can be obtained as soon as the
Goods are landed.

Optimal Goods will be carried on
unless instructions are given to the
contrary before NOON, TO-DAY.

Goods not cleared by the 29th July,
1921, will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Co.'s representatives at an appoint-
ed hour on TUESDAY and FRIDAY.
All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

N.B.—A portion of the cargo per
this steamer for Hongkong was trans-
shipped at Singapore, into the
"YOSHIO MARU," which is due
here on or about the 16th inst.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, July 13, 1921.

MITSUBISHI SHOH KAISHA, LTD.

(Incorporated in Japan)
COAL, CEMENT, IMPORTS AND
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TAKASHIMA, COEL MUTARE
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MADA, and OTSUKA.

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Shanghai, Hongkong, Canton, Manila,
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Western Union and Bantley
Agencies for: The Mitsubishi Marine &
Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

For Particulars, apply to—
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No. 14, PEARSON HOUSE, HONGKONG.

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STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating for Eastern service for account of the
UNITED STATES SHIPPING BOARD.

To SINGAPORE.

"West Henabaw" 23rd July.
To LOS ANGELES & SAN FRANCISCO
(Via HONOLULU.)

"West Lipp" 15th July.
To VANCOUVER & SEATTLE (Via MANILA).

"West Lion" 25th August.
Also, cargo accepted for Transshipment at San Francisco
and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK,
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Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
SHUNYO MARU	22,000	July 18th.
PERSEA MARU	8,000	July 24th.
TAIYO MARU	22,000	Aug. 12th.
FIBERIA MARU	20,000	Aug. 27th.
TENYO MARU	22,000	Sept. 9th.
KOREA MARU	20,000	Sept. 26th.

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Via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ABBOTA & IQUIQUE.
Through by TRANS-ANDREAN ROUTE to BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
"CHOY I. MARU"	15,000	July 28th.
GINYO MARU	15,000	August 16th.

*Cargo only.
For full information regarding passage rates freight and sailings, apply to—
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375
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REGULAR TRANS-PACIFIC FREIGHT SERVICE.

Operating U. S. Shipping Board Steamers.

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

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"WEST JAPPA" 15th July.

Further sailings to be announced later.

Through R/Ls issued to all Overland Common Points
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Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN CLOON"

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SINGAPORE, and BELAWAN DELI

Direct

27th July.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers
Single and double cabins.

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For Freight and Passage apply to:

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THE KWONG HIP LUNG CO., LTD

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Tools Office: 64, CONNELL ROAD CENTRAL, Hongkong. Telephone No. 659.
Shipyard: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 4.
Business furnished on application.

Hongkong, April 1, 1912.

TAIYO & CO.

GAZARINE
BOOTS AND SHOES
MADE TO ORDER
34, WYNDHAM ST.

14 & 15 CONNELL ROAD CENTRAL, HONGKONG.

WHITEAWAY, LAIDLAW & CO.

HONGKONG.

Have Just Received a New Shipment of

PYREX

TRADE MARK REGISTERED

TRANSPARENT OVEN WARE

Saves Fuel, Food and Labor

PYREX saves about one-half the fuel usually required, because it absorbs nearly all the oven heat and bakes food quickly.

PYREX saves food in many ways. Meats, vegetables, etc., when cooked in PYREX, retain their natural color and flavor to such a degree that economy may be practiced in buying the less expensive kinds and yet have delicious food. Most foods usually cooked on top of the stove can be better prepared in the oven.

PYREX saves labor—it is always free from grease and odor, for nothing can penetrate the hard smooth surface. You can wash it as easily as your china and silver.

Every practical shape and size for baking is made in PYREX. It is ready for immediate use and never discolors, rusts, crazes, dents or chips.

BAKING DISHES OVAL

No. 400 Oval Shallow Ex 9oz \$1.50
No. 401 " " 10 " 1.75
No. 402 " " 12 " 1.95
No. 403 " " 14 " 2.25

BAKING DISHES ROUND

No. 120 Round Deep 2 1/2 qt. \$5.00
No. 121 " " 2 " 4.50
No. 122 " " 1 1/2 " 3.25
No. 123 " " 1 " 2.75
No. 124 " " 1/2 " 2.00

ROUND EGG POACHERS

No. 452 6 oz. 90 cts. 432 " 60 cts.
No. 453 8 " 1.00 442 " 90 cts.
No. 456 12 " 1.50

BAKING DISHES STANDARD

No. 464 Round 1 qt. \$2.75
No. 465 " 1 1/2 " 3.25
No. 466 " 2 " 4.50

GENERAL UTILITY DISHES

No. 321 OBLONG \$3.25 Each
CUSTARD CUPS 90 cts.

No. 422 Round 6 oz. 90 cts.
No. 423 Oval 4 " 90 cts.
No. 427 " 5 " \$1.25

WHITEAWAY, LAIDLAW & CO., LTD

SHIPPING.

A. B. L. MOTOR SHIP.

PARTICULARS OF ENGINES.

The North British Diesel Engine Company are supplying the engines for the twin-screw motor ship "Domala," which is being built by Messrs. Barclay, Curle and Co., Ltd., for the British India Steam Navigation Company. The ship will be of the combined passenger and cargo type, her deadweight capacity being 10,500 tons; and she will provide accommodation for 100 first class and 50 second class passengers. Her length over all is 464 feet, and her depth 35 feet 6 inches.

The engine is of the four cycle short-piston, cross-head type, the cylinders being carried in an entablature mounted on box-section cast-iron A frames. The bases of the frames are fixed to the girders of the bed-plates by studs and fitted bolts, the top flanges forming another entablature for the closing plates below the cylinders.

The following are the general dimensions:

Designed sea speed (loaded) 13 1/2 knots.

Main engines—4,600 i.h.p. (4,000 shaft h.p.).

Auxiliaries—1,400 h.p. No. of cyl. main engines 8 per engine.

Cyl. power and piston stroke 26 1/2 in. by 47 in.

Engine speed 96 r.p.m.

Daily fuel consumption (main engines) 18 tons.

Fuel-oil used on test bed Anglo-Persian.

Fuel consumption—0.42 lb. per b.h.p.

Time of reversing—8 seconds.

The high power of the auxiliary engines is due to the fact that all the crew's and passenger accommodation will be electrically heated and to the air compressors being separately driven.

Long steel bolts, two per frame, are run from the top of the cylinder entablature through the frames down to the bed-plate cross girders to relieve the A frames from longitudinal stress. The bed-plate is made in four sections, and is of the usual form, with strong box-section fore and aft, carrying lateral box-section girders which form seats for the

main bearings. Of circular form, the main bearings are of cast-steel lined with white metal. The cross-head slippers are of the single-sided type.

Box-pistons with a concave crown are adopted and are sea-water cooled. They are arranged to be withdrawn either from top or below. It is interesting to note that the cooling-water supplied for the pistons is independent of the cooling-water for the cylinders; although sea-water is used for both purposes.

One of the most interesting features about this engine is that no air-compressors are driven directly by the main motors, and compressed air for fuel-injection—also for starting and manoeuvring—are furnished by two auxiliary Diesel engines driving compressors arranged on the port and starboard sides of the engine-room respectively. These auxiliary Diesel engines are six cylinder four-cycle sets of 400 b.h.p. driving three separate stage vertical air-compressors. Each set has sufficient capacity for serving both main engines at full power, the other acting as a standby or for use when an unusual amount of manoeuvring has to be done.

In the case of similar engines now being built for a motorship owned by the Union Steamship Co. of New Zealand, the main air-compressors are driven off the crankshaft. The original reason of this was that the motorships for the British India Steam Navigation Company require a little more power. This was secured without increasing the size of the main engines, but by operating the compressors by auxiliary engines. However, it is noteworthy that additional benefit will be gained by taking the compressors away from the main engines, because the Union Steamship Company's vessels will be obliged to carry a full crankshaft as a spare, whereas if the air-compressors were independent they would only have to carry half a crankshaft, as in the case of the "Domala." In view of the power of engines, a complete crankshaft is a costly and heavy fitting to carry. With regard to the valve-operating and manoeuvring-gear, the camshaft is carried on brackets bolted on the cylinder entablature and the motion from the cam is transmitted to the valves by means of short steel push-rods and cast-steel rockers. Separate cast-iron cams are arranged for ahead and astern running, the same being

brought into action respectively by lowering the camshaft moving it endwise and raising it again.

Regarding the seven-days non-stop full-power run of the port main engine, every satisfaction was given. At the end of the test the engine was manoeuvred several times at full load and finally reduced in speed to 28 revolutions per minute, at which speed the cylinders all fired regularly. The table which we give is an average sample of the readings taken on the full-power run. The brake horsepower developed was 2,008 at 98 r.p.m., with a mean-effective pressure of 99 lbs. on a fuel consumption of 0.42 lb. per shaft h.p. hour.

PORT OF MARSEILLES.

MANY IMPROVEMENTS THIS SUMMER.

The port of Marseilles is to have a number of important alterations and improvements made to it this summer. Plans have just been drawn up to provide improved facilities at eight of the principal French ports, including that of Marseilles. These have already been authorised by the Government and work is to commence in the near future.

The plans for Marseilles include the building of a large floating dock, to be named the Mirabeau, which it is estimated will cost about 123 million francs. At the present moment work is going on in the construction of another big dock, called the President Wilson dock. It is also stated that the work of widening and deepening the canal from the Rhone to Marseilles which was started many months ago will be finished this summer. The cost of these improvements will be estimated to run into several hundred million francs.

The port authorities of Marseilles still continue to send in bitter complaints to the Government about the old French warships, condemned shortly after the war ended and which have been lying up there ever since occupying valuable quay space.

AN INSULT TO BRITISH FLAG.

BRITISH INDIA STEAMER BOARDED BY TURKS.

Further details are now available about the audacious outrage committed against the British Flag by Nationalist Turks at Adalia on May 6. The steamer Paltapa, of Glasgow, belonging to the British India Steam Navigation Company, was boarded while lying in the roadstead by an officer of the Nationalist police and a number of armed policemen.

The officer demanded the surrender of certain passengers, who had embarked at Mersina. The master of the ship refused, but meanwhile the Turkish policemen ran about the ship arresting, beating, and shooting the wanted men, who were thrown over the sides into their boats. One policeman, armed with a revolver, prevented the Chief Officer, who was on the bridge, from sounding the ship's siren in order to warn the Italian garrison in the town. Ten Turks and one Armenian, travelling from Mersina to Smyrna with their passports in order and visited by the French, were thus arrested, one was shot in the stomach while still on board and one was stabbed in the mouth. These two are reported to have died after being taken ashore. After all was over, the Italian authorities came on board, and held an inquiry into the affair. For many months past, it has been impossible for British subjects, other than ships' officers having special business ashore to enter Adalia, as the Italian authorities there refuse to guarantee them against attack, but this is the first time that a British ship lying in the roadstead has been attacked.

MAKING THE LARGEST GYROSCOPE IN THE WORLD.

Thirty years ago gyroscopes were looked upon only as a surprising toy for the children or developing their knowledge of higher mathematics when theorising on gyroscopic law and reaction.

Then gyroscopes never "grew" more than a few inches in diameter. But about this time Mr. Elmer A. Sperry set himself to employ the interesting perignations of the gyroscopes to some good uses. We are already

familiar with the ever-increasing application and manifold advantages of the gyro-compass, and it is, therefore, gratifying to see such rapid progress made in this new application of the gyroscope as a stabiliser to prevent a vessel's roll.

An important milestone in the progress of stabiliser development is shown in the first stages in the manufacture of the world's largest gyroscope. The ingot, suspended in the yard of the Bethlehem Steel Company, weighed 275,000 lbs. From this was worked out a forging weighing approximately 205,000 lbs. This, when machined, will form a rotor 13 feet in diameter and 22 1/2-inch face, weighing 100,000 lbs.

These interesting ratios of weight show the great amount of extra material sacrificed to produce a large forging of homogeneous structure. Two of these rotors, bolted together with shaft stubs and spinning motor will weigh approximately 226,000 lbs. This mass, weighing only 100 long tons, will stabilise an 18,000-ton passenger liner, the steamer "Huron," formerly the "Frederick der Grosse."

The stabiliser will be completed and installed during the early fall, and shipping men throughout the world are looking forward with keen anticipation to the opportunity of observing a large passenger liner freed from roll and made independent of the elements.

GENERAL NOTES.

Advice was received in Melbourne on June 13 that the Commonwealth Government line of steamers will shortly enter upon a regular cargo service between London and Fiji, by way of Panama. It is understood that negotiations for this service have been in progress for some months.

The following notice to mariners has been issued from the Singapore Master Attendant's office:—Dredging operations being carried out at Empire Dock have now been completed. Dredging operations will be commenced at the West Wharf on or after July 6 during the hours of daylight only. The dredger will fly a signal i.e. two black balls hoisted vertically, six feet apart. Vessels are warned to navigate in her vicinity and avoid anchoring in the vicinity of her moorings.

The chances of saving the "Altensburg" which foundered by the Hornburgh Light, near Lima Island, in October last year are fair in the light of the latest information. The work of saving is being carried out under the supervision of Mr. De Groot and though metaphorically there are some rocks ahead before the vessel "ploughs the main" again, the outlook of doing so is very hopeful. The rift in the late is in the shape of the same spot "Glenroy" wrecked in the same spot some years back and over which the bottom of the "Altensburg" lies. Once the "Altensburg" is got away from these impediments she is saved. Already four holes in her have been patched up.

The Soviet Government has at last, after much prompting from their delegation in Britain agreed to allow a representative of Lloyd's to go out to Petrograd to report on the situation in the port there. It has taken Moscow a long time to digest the fact that British shipowners attached no credence whatsoever to reports coming from Russian sources. This was proved when the brokers of the Bolshevik delegation could not find at the Baltic Exchange tonnage sufficient to ship 4,000 tons of wheat bought by M. Krassin for Russia, for the simple reason that even in the present period of depression and low freights shipowners refuse to risk their vessels in waters controlled by untrustworthy Bolshevik agents.

The private hire of aeroplanes is increasing. For 2s. 6d. a mile you can obtain a machine carrying yourself and a companion as well as the pilot. The other day a party, after lunching in London, flew down to Brighton, had a leisurely tea, and returned by air for dinner in town. With a fleet of new machines, built to improved designs, four passengers instead of two will be carried without any increase of engine-power. This may enable rates for air hire to be reduced to about 6d. a passenger per mile.

HOME TRADE.

MANCHESTER MARKET.

LATEST WEEKLY REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, reported on Wednesday, June 8—

In the midst of many harassing features, proposed wage reductions almost throughout industry have forced the labour situation into the forefront of trading difficulties. The readjustment of wages on a lower level is proving no easy problem, and in addition to the coal mines being still shut down, we are now faced with a complete stoppage in the cotton industry. The conference of employers and operatives having failed to arrive at an agreement, although it was generally anticipated they would, all spinning and weaving mills closed on the 4th instant. Prior to that cotton had been "slightly weaker" and the immediate result of the negotiations breaking down was a sharp drop in New York quotations. This has not however been reflected in Liverpool prices which have actually advanced since the stoppage commenced.

The issue of the Bureau New crop report was awaited with much interest in the early part of the week, but its publication caused little change. The condition of the crop on May 25 was given as 66 against 62.4 last year, 75.6 in 1919 and a ten year average of 76.7. Yarn and cloth business has been reduced to a minimum owing to the wages deadlock. Producers are not keen to book fresh orders so long as the outlook remains so uncertain and buyers show little inclination to purchase in spite of a fairly good general enquiry, for delivery has become more indefinite than ever and should the

DAIRY FARM NEWS.

Just received ex S.S. "Glenluce"

direct from the Scottish Fisheries:—

FILLETS	80 cents per lb.
HADDOCKS	70 " "
KIPPERS	60 " "
RED HERRINGS	80 " "

CHEESE

GRUYER	\$1.80 per lb.
GOUDA (Full Cream)	1.25 " "
EDAM	8.50 " Ball

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

stoppage be prolonged the effect on the raw material has yet to be seen. Our market has in fact relapsed into the very dull state, but although there is much disappointment that events should have taken such an untoward turn, when there appeared to be every likelihood of a steady improvement, there is also a feeling that merchants, burdened with heavy stocks stand to gain some relief from these enforced stoppages. Prices are seldom seriously tested, but are again practically unchanged. The demand from Calcutta and India generally has gradually diminished to extremely unimportant transactions but there was a much better enquiry from China as a result of which some business has been done.

Liability to a duty of \$253, four cases containing in all 164,710 cigarettes and 32 lbs. of Chinese tobacco were seized by revenue officers at Shaukiwan yesterday afternoon. A shopkeeper, alleged to be the police to have received the tobacco from a junk, appeared at the City Police Court this morning represented by Mr. C. H. Lyson. Magistrate Ome having announced that the case would be heard on Tuesday next and that the defendant would be allowed bail of \$1,500 in the meantime, Mr. Lyson asked the court to make bail \$1,000. The Magistrate said that he was at first going to make bail \$2,000, but had fixed it at \$1,500 as the defendant had a shop.



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Light the Way for Humanity

For street lighting, shop lighting, places of amusement and public edifices, Type C Westinghouse Electric Nitrogen Lamps will give the greatest degree of illumination.

They are built according to a special process by the great firm of Westinghouse, sturdy in construction, of metallic filament and gas filled—the premier light of this day and age of Electricity.

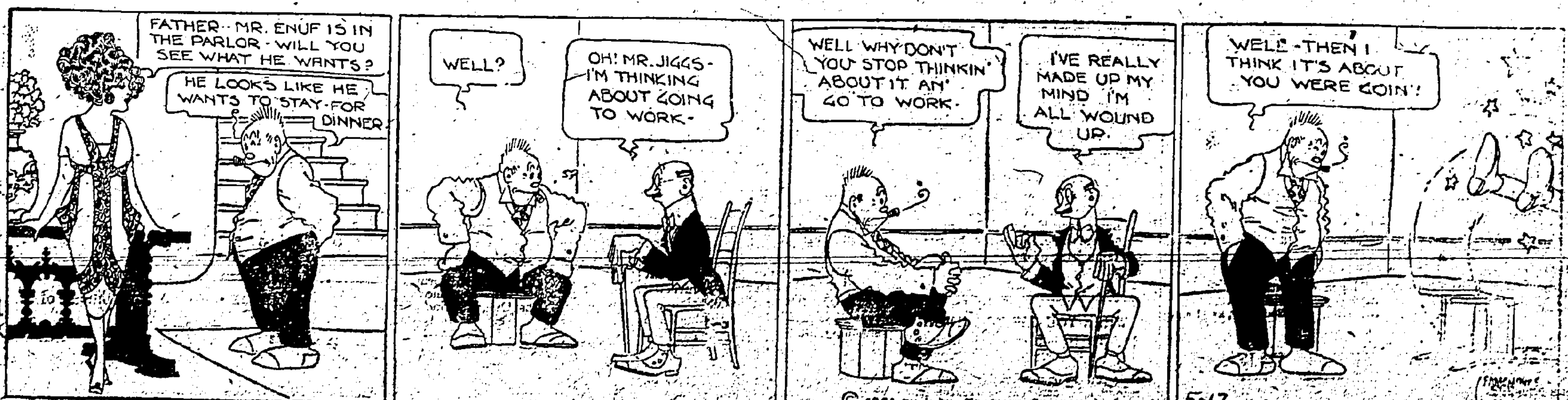
Made in bayonet or screw style base. Specify when ordering.

Westinghouse Electric International Co.
New York, N. Y., U. S. A.

SOLE AGENTS IN CHINA
CASTON WILLIAMS & WILKINS, E. CORPORATION
112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Westinghouse
ELECTRICAL APPARATUS FOR EVERY PURPOSE

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE CHINA COAST, ETC.

July 15.-D. L. Hailong.
17.-O. S. K. Amakusa M.
18.-D. L. Fuyuan.
19.-O. S. K. Kaitan.
20.-D. L. Hailong.
21.-O. S. K. Hailong.
22.-D. L. Hailong.

July 15.-D. L. Hailong.
17.-O. S. K. Amakusa M.
18.-D. L. Fuyuan.
19.-O. S. K. Kaitan.
20.-D. L. Hailong.
21.-O. S. K. Hailong.
22.-D. L. Hailong.

July 15.-D. L. Hailong.
17.-O. S. K. Amakusa M.
18.-D. L. Fuyuan.
19.-O. S. K. Kaitan.
20.-D. L. Hailong.
21.-O. S. K. Hailong.
22.-D. L. Hailong.

July 15.-D. L. Hailong.
17.-O. S. K. Amakusa M.
18.-D. L. Fuyuan.
19.-O. S. K. Kaitan.
20.-D. L. Hailong.
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July 15.-D. L. Hailong.
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18.-D. L. Fuyuan.
19.-O. S. K. Kaitan.
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July 15.-D. L. Hailong.
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19.-O. S. K. Kaitan.
20.-D. L. Hailong.
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22.-D. L. Hailong.

JAPAN'S PRINCE.

PORTRAIT IN AN HOUR.
MR. AUGUSTUS JOHN'S FEAT.

The Crown Prince of Japan had his portrait painted by Mr. Augustus John. It is the first time he has sat to an artist.

He went to Mr. John's studio in Mallor Street, Chelsea, at 8 o'clock in the morning and sat for an hour, at the end of which time a life-like sketch in Mr. John's characteristic style was completed.

"I found the Crown Prince a perfectly good fellow," Mr. John told a reporter. "He sat throughout the hour with complete ease, and I was very much impressed by his tranquil personality and natural dignity."

"He is, I think, a marvellous type, with a wonderful head. I believe that I have got a very good likeness of him."

"He did not speak during the sitting. At the end he appeared to be pleased with the working, and has done me the honour of accepting it."

"It is not by any means the first portrait I have painted in an hour, but I intend to asked the Crown Prince for another sitting in Paris."

The portrait is to be exhibited at the galleries of the Royal Society of Painters in Water-Colours, Pall Mall.

The King, the Prince of Wales, and the Duke of York were present at Victoria Station to bid farewell to the Crown Prince.

In a farewell message the Crown Prince says that when he returns home he will not fail to tell the people of Japan that the message of goodwill he bore from them to the British nation has been accepted and warmly reciprocated.

SEATTLE.

July 15.-W. L. West Jappa.
17.-A. L. Edridge.
18.-A. L. Whelan M.
19.-O. S. K. Arion M.
20.-O. S. K. Wanchoo.
21.-O. S. K. Sura M.
22.-O. S. K. Silver State.
23.-O. S. K. West Iron.
24.-O. S. K. Fushimi Mar.
25.-O. S. K. Katori Mar.
26.-O. S. K. Wenatchee.
27.-O. S. K. West Jappa.
28.-O. S. K. Shinyo Mar.
29.-O. S. K. Nho.
30.-O. S. K. Perma Mar.
31.-O. S. K. Jumbang.
Aug. 1.-O. S. K. China.
2.-O. S. K. Ecuador.
3.-O. S. K. Taiyo Mar.
4.-O. S. K. Siboria Mar.
5.-O. S. K. Tenyo Mar.
6.-O. S. K. Kaitan.
7.-O. S. K. Korea Mar.

PORTLAND.

July 15.-O. S. K. Conet.
17.-O. S. K. Portland.
18.-O. S. K. Hwah Ping.
19.-O. S. K. Kangawa Mar.
20.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

VALPARAISO.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
19.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

NEW YORK.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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SOUTH AMERICAN PORTS.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

DUREAN AND CAPETOWN.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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30.-O. S. K. Kangawa Mar.
31.-O. S. K. Kangawa Mar.

BRINDISI, VENICE & TRIESTE.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

EUROPEAN PORTS.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

LONDON.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

ON CALCUTTA.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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31.-O. S. K. Kangawa Mar.

ON SINGAPORE.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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ON MANILA.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
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ON SHANGHAI.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
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ON HONGKONG.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
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ON CANTON.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
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ON SHANGHAI.

July 15.-O. S. K. Hwah Ping.
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28.-O. S. K. Kangawa Mar.
29.-O. S. K. Kangawa Mar.
30.-O. S. K. Kangawa Mar.
31.-O. S. K. Kangawa Mar.

ON HONGKONG.

July 15.-O. S. K. Hwah Ping.
17.-O. S. K. Kangawa Mar.
18.-O. S. K. Kangawa Mar.
19.-O. S. K. Kangawa Mar.
20.-O. S. K. Kangawa Mar.
21.-O. S. K. Kangawa Mar.
22.-O. S. K. Kangawa Mar.
23.-O. S. K. Kangawa Mar.
24.-O. S. K. Kangawa Mar.
25.-O. S. K. Kangawa Mar.
26.-O. S. K. Kangawa Mar.
27.-O. S. K. Kangawa Mar.
28.-O. S. K. Kangawa Mar.
29.-O. S. K. Kangawa Mar.
30.-O. S. K. Kangawa Mar.
31.-O. S. K. Kangawa Mar.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL: G \$4,000,000
SURPLUS & UNDIVIDED PROFITS: G \$2,000,000

HEAD OFFICE: NEW YORK
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI
BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

HEAD OFFICE FOR THE ORIENT: SHANGHAI
BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

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